IN THE SPECIFICATION:

Please amend the following paragraphs as indicated:

[0037] The design shown in Fig. 6 uses a frame (700, Fig. 7) for the negative electrical connection to reduce the number of electrical pass throughs required and reduce ohmic losses. Electrical connections for the integrated fuel cell stack and catalytic combustor assembly (600) are accomplished by virtue of stack connection posts (670) utilizing a thermally stress free connection design. Positive power of the integrated fuel cell stack and catalytic combustors (100) is accomplished by resistively bonding conductors to the cathode air profiling skins (110, Fig. 1) and to the positive stack connection posts (670). Negative connection is accomplished by bonding the catalytic igniter wires (330, Fig. 3) to the lower manifold assembly (610). This wire (330, Fig. 3) is also bonded to an exhaust screen (~~350~~ 351, Fig. 3) for the catalytic bed (not shown) disposed within the catalytic core shell (310) of the catalytic combustor (300). This catalytic core shell (310) is at negative potential. The net result is that the overall assembly (600) is at ground potential. All integrated fuel cell stack and catalytic combustors (100) are in parallel as are the fuel cell stacks (210) of each fuel cell assembly (200). This means that voltage output of the assembly (600) is established by the series connection of individual cells (220, Fig. 2) on each side of the fuel cell stack assemblies (200, Fig. 2). The number of fuel cell stack assemblies (200, Fig. 2) used and their size dictates the power output of the stack. The illustrated implementation is arranged with the number of cells per tube side and number of tubular cell assemblies to deliver approximately 1KW at 140 Volts.

[0039] Fig. 7 illustrates a frame (700) in which the excess cathode air return towers (620) are coupled to the lower manifold assembly (610) and the upper manifold assembly (630). Thus, the frame (700) generally comprises an upper member (630), a lower member (610) and a transverse member ~~(620)~~ (621) coupling said upper and lower members. The upper fuel manifold assembly (630) includes an upper support plate (710). A locator assembly (720) is coupled to the upper support plate (710). Further, the locator assembly (720) includes individual locators (730) for the excess cathode air routers (120). The locator assembly (720) conveys excess cathode air to the excess return air cathode towers (620). The excess cathode air is contained by a cap (910, Fig. 9) as it flows from the integrated fuel cell stack and catalytic combustors through the excess cathode air routers (120) and the locator assembly (720) to the excess return air cathode towers (620), thereby allowing for removal of a portion of the excess cathode air.